



DEPARTMENT OF THE NAVY
COMMANDER
HELICOPTER TACTICAL WING
U.S. PACIFIC FLEET
NAS NORTH ISLAND P.O. BOX 357096
SAN DIEGO, CALIFORNIA 92135-7096

COMHELTACWINGPACINST 5442.1C
N4

SEP 06 2000

COMHELTACWINGPAC INSTRUCTION 5442.1C

Subj: NON-MISSION CAPABLE (NMC) AIRCRAFT REPORTING AND CANNIBALIZATION
CONTROL

Ref: (a) OPNAV 4790.2G

Encl: (1) Maintenance Program Checklist for Long Term NMC Aircraft Control

1. Purpose. To issue procedures for reporting, controlling, and solving Non-Mission Capable discrepancies on aircraft which have not flown for over 30 days.

2. Cancellation. COMHELTACWINGPACINST 5442.1B.

3. Discussion. Long term Non-Mission Capable aircraft suffer accelerated deterioration due to cannibalization, lack of attention to preservation, and lack of consumable parts control. The effort required to return an aircraft to a Mission Capable status increases in direct proportion to the duration of NMC status. Aircraft remaining in a NMC status for over sixty (60) days, except under extraordinary circumstances, shall be avoided. Any order to cannibalize a system must come from Maintenance Control which will issue a Job Control Number for the removal and replacement of the component(s). This applies to all cannibalizations from end items. Egress system related cartridges, CADs, or AEPSS will not be cannibalized without prior cognizant Wing approval.

a. Budgetary constraints and their impact on material/logistic support necessitate early identification of components that could potentially result in long-term NMC requisitions. These items must receive aggressive reporting custodian attention and COMHELTACWINGPAC must be advised as early as possible for assistance in maintaining the highest aircraft readiness possible.

b. As discussed in reference (a), cannibalization is considered an ineffective management tool when used to avoid NMC status. Detrimental side effects include expenditure of excess man-hours, component damage due to additional handling, loss of associated consumable parts, etc. Selective cannibalization, **AS A LAST RESORT**, may temporarily improve unit aircraft readiness, but care must be taken to ensure that "padding items," those items which sound maintenance practices dictate as inappropriate to cannibalize, are tracked aggressively to preclude cannibalization.

4. Action. All assigned activities shall:

a. Report on AMRRs to COMHELTACWINGPAC any aircraft that has not flown for thirty (30) consecutive days or more.

b. Designate in writing, by the Commanding Officer, those individuals authorized to approve cannibalization actions.

c. Unless authorized by COMHELTACWINGPAC Readiness Officer (N42) or higher authority, discontinue cannibalization of aircraft which have not flown for more than sixty (60) days.

COMHELTACWINGPACINST 5442.1C

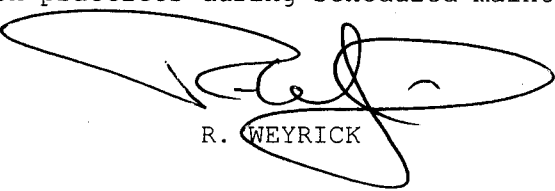
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d. Not allow a "hard down" NMCS aircraft to enter extended NMC status when the original downing discrepancy material requirements have been satisfied. Accordingly, further cannibalization of the aircraft or diversion of its incoming parts will cease at that time.

e. Establish strict procedures to control cannibalization actions. Reporting custodian's standard operating procedures shall formalize these procedures to include requesting authorization from COMHELTACWINGPAC, Code N4, for cannibalization after sixty (60) days. HC-5 requests for cannibalization of aircraft parts shall be via naval message through COMHELTACWINGPAC, INFO COMFAIRWESTPAC. Cannibalization of engines (for HC-5) shall be requested via naval message through COMFAIRWESTPAC, INFO COMHELTACWINGPAC.

f. Install parts received for aircraft upon receipt. In no case should parts acquired for long term NMC aircraft be stockpiled for ease in continued cannibalization. HELTACWINGPAC Maintenance must approve exceptions to the above requirements.

5. Inspection. The Wing will monitor compliance with NMC status reporting and aircraft cannibalization practices during scheduled maintenance program reviews per enclosure (1).



R. WEYRICK

Distribution:
COMHELTACWINGPACINST 5216.1D
List II

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MAINTENANCE PROGRAM CHECKLIST FOR LONG TERM NMC AIRCRAFT CONTROL

	YES	NO
1. Are aircraft which have not flown for thirty (30) consecutive days or more reported by squadron AMRR per COMHELTACWINGPACINST 5442.1C?	_____	_____
2. Are aircraft which have not flown for sixty (60) days or more cannibalized without COMHELTACWINGPAC authorization?	_____	_____
3. Has the MMCO established strict procedures for controlling and documenting cannibalization actions?	_____	_____
4. Are individuals who are authorized to approve cannibalization designated in writing by the unit's Commanding Officer?	_____	_____